

14TH STREET VIADUCT  
14TH STREET AT WAZEE STREET  
DENVER  
DENVER COUNTY  
COLORADO

HAER NO. CO-52

HAER  
COLO,  
16-DENY,  
57

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record  
National Park Service  
Rocky Mountain Regional Office  
Department of Interior  
P.O. Box 25287  
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD

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14th Street Viaduct

HAER No. CO-52

Location: 14th Street at Wazee Street, over South Platte River  
Denver, Denver County, Colorado

UTM: 13.4994704400520  
Quad: Arvada

Date of Construction: 1898

Builder/Engineer: Youngstown Bridge Company of Youngstown, Ohio

Original Use: Roadway viaduct

Present Use: Roadway viaduct

Present Owner: City of Denver  
City Hall  
1437 Bannock  
Denver, Colorado 80802

Significance: The first of the great iron/steel viaducts in Denver was the 23rd Street Viaduct, erected in 1887. This was followed in 1889 by the 16th Street and Larimer Street viaducts and, in 1898, by this bridge on 14th Street. Of all the multiple-span wagon/tram viaducts built in Denver in the 19th century, only the 14th Street Viaduct remains in use. With its 63 spans of steel stringers, it is the only long steel bridge in Denver and Pueblo which does not have trussed spans over the river or the railroads. The last of its type, the 14th Street Viaduct is a significant early bridge - an elevated roadway erected before the introduction of the automobile in Colorado.

Researchers: Clayton Fraser and Carl Hallberg  
Fraserdesign  
Loveland, Colorado

March 1, 1984

In March 1895, over the protests of North Denver residents, the Denver City Council passed an ordinance which formed the 14th Street Viaduct Improvement District. The purpose of the district was to raise funds for a major steel viaduct over the railroads, streets, and the South Platte River, from Blake Street to Platte Street. It was a joint venture between the cities of Denver and Highlands. After securing the right-of-way from the Denver, Texas and Gulf Railroad, the Denver City Engineer designed the multi-span trestle and let the first of several contracts that year. The Youngstown Bridge Company of Youngstown, Ohio, was awarded the contract for the superstructure, and construction of the viaduct extended through 1896 and 1897. It was completed in 1898 for the reported total cost of over \$367,000. In 1939, the bridge was widened by the addition of cantilevers on both sides; it has undergone other maintenance-related alterations, such as the replacement of the original deck, but remain today in largely unaltered condition.

#### Physical Dimensions

Span number:	63
Span length:	30'0"
Overall length:	1467'0"
Roadway width:	42'0"
Floor/decking:	concrete deck over steel stringers
Substructure:	steel trestle on concrete spread footings

#### References

Structure Inventory and Appraisal: D-03-V-100. Colorado Department of Highways, Denver, Colorado.

Ordinances and Proceedings of City Council, Ordinance #14 (March 21, 1895; Book N, pages 531-535) and Ordinance #32 (May 25, 1895; Book N, pages 599-608).

"North Side Citizens Protest Viaduct," Denver Times, December 18, 1895.

"North Denver and West Side," Denver Republican, January 26, 1888.

"Viaduct Contracts," Rocky Mountain News, April 22, 1897.

"Denver Has \$1,500,000 Invested in Bridges and Viaducts." Denver Municipal Facts, Vol. 1, Number 41 (November 27, 1909, pages 3-5, 15).

Field Inspection by Clayton Fraser and Susan Cason, January 29, 1984.

14th Street Viaduct  
HAER No. CO-52  
(Page 3)

